COUNTRY

East Germany

SUBJECT

Peenemuende Airfield

PLACE **ACQUIRED** 

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## THIS IS UNEVALUATED INFORMATION

Between 10 May and 10 June 1954, there was intersive air activity by MiG-15s and U-MiG-15s at Peenemuende airfield. Individual flights and formation flights in elements of two and formations of four were made sometimes in the vicinity of the field and sometimes disappeared from view. MiG-15s and U-MiG-15s towing sleeve targets were repeatedly observed flying toward the sea or returning from that direction. Occasionally, night flights were made by MiG-15s and U-MiG-15s. During the take-offs, no searchlights but only the runway lights were in operation. During the landings, the runway was additionally illuminated by searchlights. On 4 June, additional searchlights were used to illuminate the aircraft aloft. The number of aircraft i volved in air activity changed. A maximum of 23 MiG-15s and U-MiG-15s were counted at the runway. Yak-lls were occasionally employed. About 1730 on 27 May, 2 Yak-lls took off and dropped two parachutes with suspended flares and smoke-puff charge over the field. The two chutes descended very slowly while developing thick stripes of smoke for about 10 minutes. The AA guns fired at the chutes but did not hit the target.

In mid-May, 3 temporary buildings, each 7 to 8 meters long, were under construction near the runway.1

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> 5. Between 1000 and 1100 on 27 May, MiG-15s and U-MiG-15s practiced firing at towed sleeve targets between Veckeritz and Bansin on Usedom Island. The aircraft individually approached the sleeve target at an altitude of about 1,000 meters and gave short burst of fire with aircraft camons.

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In late May, a radar station with a rishnet-type set and another unidentified set, possibly also a Fishnet-type set, was observed at the southwestern edge of Ochrdenwiese, at the southwestern corner of the airfield, about 20 meters from

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4.0 <u> </u>	Comment. The radar station observed near in agrees with the radar equipment of other mirrield		25X

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